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RAILROADS LAG IN YUGOSLAVIA

BOTTLENECKS IN RAIL TRANSPORT -- Borba, No 30, 5 Feb 49

Although the railroads fulfilled their plan as a result of tremendous effort and in spite of great objective difficulties, the last 2 years have shown that the railroads are lagging behind the rest of the economy, both technically and from the standpoint of organization, and are not able to meet its needs.

Reorganization of railroad transportation is a very urgent problem. The present organization (Ministry of Railroads, General Administration of Railroads [Generalna Direkcija Zeljeznica], Main Administration of Exploitation of Railroads [Glavna Direkcija Eksploatacije Zeljeznica], Transportation Sector [Prevozacki Sektor] and, finally, the basic units: stations, yards, workshops, and sections) shows how indirectly the Ministry of Railroads controls those units that directly handle transportation, and puts a great burden of bureaucratic detail on the workers.

Classification yards need to be expanded. The number of tracks in the Vinkovci, Topcider, Slavonski Brod, Jesenice, Doboj, and other stations is not much greater than before the war, while freight transport has doubled and passenger transport has tripled. The limited capacity of the lines which results is the chief bottleneck in railroad transportation.

Frequently, yards may have on hand only enough coal for 2 or 3 days, and that may not be of very good quality. As a result, locomotives may not be able to pull heavy trains, and they often stand out on the open track while getting up steam. Consequently, trains are delayed.

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REPORT ON TRANSPORT IN 1948 -- Borba, No 314, 29 Dec 48

According to a report by Todor Vujasinovic, Minister of Railroads, the 1948 plan for rail transport of passengers was fulfilled 126 percent, though the present passenger car situation is only 83 percent of that in 1938. Whereas in 1938 each passenger car carried 16,000 passengers per year, in 1948 each car carried 48,000.

The plan for transport of freight was fulfilled 103.5 percent, although the plan was 42 percent greater than the 1947 plan and 79 percent greater than the 1938 figure. The over-all plan for 1948 thus was fulfilled 113.2 percent.

River transport facilities carried 2,019,000 passengers in 1948, or 213 percent of the planned number, and met its plan for passenger kilometers by 94 percent. The plan for transport of freight was met only 84 percent, or 87 percent for net ton kilometers.

The civil air transport plan was realized only 30 percent for passengers, 77 percent for freight, and 32 percent for revenue.

TRANSPORTATION REPORT FOR 1948 -- Borba, No 314, 29 Dec 48

According to Boris Kidric, Chairman of the Federal Planning Commission, the freight transport plan for 1948 was fulfilled 100.2 percent, or 103.8 percent for the railroads, 93 percent for ocean transport, and 85 percent for river transport.

RAILROAD EFFICIENCY IN 1948 -- Borba, No 311, 26 Dec 48

According to present indications, the railroads will realize their 1948 plan for freight transport by over 96 percent, and will substantially exceed their plan for carrying passengers.

Freight cars have been used more efficiently during 1948. An average of 2,000 kilograms more freight is loaded into a car than before, and the railroads have carried 3 percent more freight than was called for under the plan. The number of through freight trains has increased from 5-10 per day in 1947 to 50-60 per day in 1948.

During 1947 and 1948, the railroads have fulfilled 67 percent of their obligations under the Five-Year Plan.

NEW RAIL LINES SINCE THE WAR -- Borba, No 311, 26 Dec 48

The Five-Year Plan calls for construction of 1,500 kilometers of new railroad track in addition to the completion of 400 kilometers of track previously begun.

The Brcko-Banovici line was built in 1946. During 1947, the first year of the Five-Year Plan, the 200-kilometer Youth Line from Samac to Sarajevo, the Kladanj-Stupari, the Ljubija-Brezicani, and other shorter lines were built. During the year, 264 kilometers of new track were opened to traffic, not counting station and industrial track and forest lines.

During 1948, Montenegrin youth completed the Niksic-Titograd line, begun in 1947. The 71-kilometer Kursumlija-Pristina line linking western Serbia and the Kosmet with Montenegro was completed on 7 July. Meanwhile, construction

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was in progress on the Bihac-Knin line between Kulen Vakuf and Knin; the Kucevo-Brodica, Sezana-Dutovlje, Kreka-Puracic, Sabac-Banja Koviljaca, Kumanovo-Projevci, Sremska Raca-Bijeljina, Grubisno Polje-Bastaji, Kraljevo-Cacak, Skoplje-Tetovo-Gostivar, Metohija (Klina)-Prizren, and the Lupoglav-Stalije lines; on the line across the Pancevo Rit; and others.

In spite of a shortage of skilled labor, engineers, and technicians, work has progressed very well. The 30-kilometer line across the Pancevo Rit, built by school children, was opened to traffic on 6 September. The Tuzla-Puracic line was opened as far as Kreka on 17 October. The Kucevo-Brodica line was finished on 28 November, the Sezana-Dutovlje line on 21 December, and the Bihac-Knin line on 25 December. A double-track line between Indjije Selo and Vrpolje was finished by 6 December. Over 400 kilometers of new track were added to the railroad net during 1948.

The Sabac-Banja Koviljaca, Kumanovo-Projevci, Sremska Raca-Bijeljina, Grubisno Polje-Bastaji, and Kraljevo-Cacak lines have been completed except for laying the rails.

NEW RAIL LINE IN SLOVENIA -- Borba, No 311, 26 Dec 48

The Sezana-Dutovlje railroad line, begun in the spring of 1948, was to have been finished by the end of the year. It soon became evident that the deadline could not be met because of difficult terrain and acute manpower shortage. At this point recruiting agents were sent out to canvass from house to house and to accost passersby. Soon a special brigade was formed, and another brigade of over 200 members of the People's Front helped for a short time. Most of these volunteers were farmers.

As the deadline approached, the builders themselves asked to increase their working day from 8 hours to 16 hours a day. On 21 December the first train ran on the line.

The new line greatly improves communications between the northern and southern districts of Slovenia, and between the Slovenian Primorje and Ljubljana. Because of the Italian border, all rail traffic between Gorica (Gorizia) and central Slovenia had to take a long and circuitous route via Jesenice. The Sezana-Dutovlje line shortens the route by connecting the Trieste-Gorica-Jesenice line with the Trieste-Ljubljana line.

PROGRESS ON BELGRADE-ZAGREB HIGHWAY -- Borba, No 31, 6 Feb 49

Some 150 kilometers of concrete and asphalt pavement have already been laid on the Brotherhood and Unity Highway, and another 240 kilometers remain to be built.

The 1949 construction season will open in full force on 1 April, but preliminary work has been going on all winter.

About 60,000 workers, spread out over 300 kilometers, have to be fed every day. Arrangements have been made for barracks to house some 2,500 youth. About 100,000 boys and girls from all parts of Yugoslavia are expected to work on the highway as volunteers during 1949.

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DANUBE SHIPYARD EXPANDED -- Borba, No 34, 9 Feb 49

During 1948, the river shipyard at Cukarica exceeded its prewar capacity by 500 percent, and met its year plan 23 days ahead of schedule.

The shipyard is being expanded constantly. A new goods warehouse and a modern drying installation for lumber and for shipbuilding have been built, four workshops have been expanded, and a new ventilating system has been installed in the cabinetmaking and welding sections. Thirty-two workers qualified as skilled labor. An industrial school to train 113 young shipbuilders has been opened.

This shipyard was cited by the federal government as the best in its field.

OCEAN LINER UNDER REPAIR -- Borba, No 313, 28 Dec 48

General repairs on the Kornat, a large Yugoslav ocean liner, are to be finished by the beginning of 1949. Extensive rebuilding and modernization work, especially on the crew's quarters, was begun about mid-May.

The "Viktor Lenac," "Rikardo Bencic," and "Svjetlost" enterprises are doing the work.

SHIP CITED FOR 1948 TRANSPORT -- Borba, No 33, 8 Feb 49

The seagoing vessel Pasman, which was cited as the best in its class for the second half of 1948 by the Association of Trade Unions of Yugoslavia, made five trips in addition to those called for under the plan and exceeded its navigation plan by 22.4 percent for passenger transport and 32.5 percent for freight.

FEDERAL GLIDER CENTER -- Borba, No 30, 5 Feb 49

The federal Glider Center at Vrsac, where the Yugoslav glider pilots live and work, has two dormitories, a refectory, a meteorological station, and two hangars. A new school, administration building, control building, hangar, workshop, and storehouse are under construction.

In 1948, the Vrabac, a two-seated training glider, was designed and built there. It is the third glider to be built by organizations of the Aviation Union of Yugoslavia. Its predecessors were the Triglav and Orel.

Milan Borisek has set three kinds of glider records. Jana Gagic set a new women's record in May 1948 by staying in the air 12 hours and 30 minutes.

NEW YUGOSLAV GLIDER -- Borba, No 30, 5 Feb 49

The new glider Triglav, which has achieved outstanding results in flights over the Alps, was built in the "Letov" factory of the Central Council of People's Technology in Ljubljana. The plans were drawn up by two young Yugoslavs, Jaroslav Kosor and Stojan Hrovat. The construction is simple, and all the materials are Yugoslav. Only 3 minutes are required for assembly or disassembly. It is 35 percent cheaper to build than comparable foreign types.

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The glider was begun late in 1947 and made its test flight in October 1948 at Lesce near Bled. This glider made the first "vertical flight" in Yugoslavia. It has a maximum speed of 300 kilometers per hour.

BOY BUILDS JET MODEL PLANE -- Borba, No 30, 5 Feb 49

Young Bozidar Genic has built the first jet-powered model aircraft to be made in Yugoslavia. It made its first test flight successfully on 4 February at Cukarica. The engine weighs 28 grams, and the whole model weighs 65 grams. It was built entirely of Yugoslav materials.

An attempt was made as early as May 1948 to build a rocket-powered model aircraft. The model-building club of the Sixth Boy's Gymnasium [secondary school] in Belgrade succeeded in building the model with the help of model-builder Cobanski.

YOUTH SET PARACHUTE RECORD -- Borba, No 33, 8 Feb 49

On 7 February a boy, Milan Pesic, and a girl, Nada Mandrapa, set a new parachute-jump record for Yugoslav youth. In spite of unfavorable weather conditions, they made successful jumps from an altitude of 3,000 meters.

TELEPHONE FACILITIES IN YUGOSLAVIA -- Borba, No 315, 30 Dec 48

Zaim Sarac, Minister of Communications, announced that the 1948 plan for communications would be completed 114.5 percent, and the revenue plan for 105.8 percent.

Taking the 1939 figure as an index of 100, the telephone situation at the end of October 1948 was: length of telephone lines: local 110, interurban 137; residential telephone exchanges 131; number of telephones 142; subscribers 137.

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